



DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND  
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IN REPLY REFER TO

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Ser 02/023  
08 Feb 2000

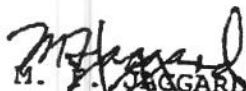
From: Deputy Commander for Contracts, Naval Sea Systems Command

Subj: REVISION 1 TO THE SCHEDULE OF FORESEEABLE COSTS FOR  
DETERMINATION OF INTERPORT DIFFERENTIALS

Ref: (a) Schedule of Foreseeable Costs for Determination of  
Interport Differentials dated 1 March 1999

Encl: (1) Schedule of Foreseeable Costs for Determination  
of Interport Differentials, Revision 1

1. Reference (a) is cancelled and superceded by Enclosure 1.
2. Enclosure (1) is forwarded for your use. It is a schedule of foreseeable costs to be used for all NAVSEA ship repair, overhaul, and maintenance contracts that are not restricted to the homeport.
3. The NAVSEA 02 point of contact for this action is Mike Shaffer. He can be reached by telephone at (703)602-6911 ext. 262 or via e-mail at ShafferMG@navsea.navy.mil.

  
M. P. JAGGARD  
CAPT, SC, USN

Deputy Commander for Contracts

Subj: REVISION 1 TO THE SCHEDULE OF FORESEEABLE COSTS FOR  
DETERMINATION OF INTERPORT DIFFERENTIALS

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## SCHEDULE OF PROPOSED FORESEEABLE COSTS

This schedule of foreseeable costs is to be used for all NAVSEA ship repair, overhaul, and maintenance contracts that are not restricted to the homeport. Where numbers of personnel, days of duration, and modes of transportation are specified for particular items of cost, they are to be considered as typical numbers for execution of an availability at any location. If, with respect to a particular procurement, there is more specific information available to arrive at a more accurate estimate of actual costs within the categories set forth below, then the more accurate method should be utilized in lieu of the typical numbers specified in this schedule. While numbers of personnel, days, and modes of travel might vary, in no event shall the types of foreseeable costs be expanded beyond those categories set forth below.

### A. Fuel Costs

The Type Commander/Immediate Superior in Command (TYCOM/ISIC) will provide to the contracting officer the dollar value of fuel anticipated to be used for vessel transit from the homeport to the place of availability execution and the return to homeport. This amount does not include fuel costs for conduct of fast cruise, dock trials, or sea trials.

The back-up data for calculation shall consist of source of burn rate data, average/anticipated fuel consumption, the price of fuel, the date of data development, and the date required to support the purchase price of fuel.

### B. Towing and Pilot Charges

The TYCOM will provide to the contracting officer the dollar value of towing and pilot charges.

The back-up data for calculation shall consist of the anticipated costs of harbor/river/bar pilot services during vessel transit from the Government piers at the homeport to the place of availability execution and the return to the Government piers at the homeport. This is the method of calculation unless the contractor is required by the solicitation to provide tug and pilot services.

When a berthing barge is scheduled for use during the ship's availability, and the berthing barge is not a specification requirement in the solicitation, then a cost must be developed

for each potential port. All costs associated with movement of the barge between ports, if required, must be included.

C. Escort Ship Charges (if applicable)

The TYCOM will provide to the contracting officer the dollar value of escort ship charges. Such charges generally will not apply to surface ships.

D. Type Commander or Squadron Commander Travel

The TYCOM will provide to the contracting officer the dollar value of travel costs for the following items. The executing SUPSHIP will provide to the contracting officer and the TYCOM the dollar value for SUPSHIP travel and per diem costs, but not salary costs. Costs must be provided for each potential place of performance outside of the ship's homeport.

1. Port Engineer/Maintenance Manager:
  - One person.
  - TDY/per diem costs for entire period of availability.
  - One rental car cost for entire period of availability.
2. Type Desk Assistant:
  - One person.
  - TDY/per diem costs for one visit per month of two-days duration.
  - One rental car cost for each visit.
3. Immediate Superior in Charge:
  - Two persons.
  - TDY/per diem costs for one visit per month of two-days duration.
  - One rental car cost for each visit.
4. Intermediate Maintenance Activity (IMA):
  - Ten persons consisting of:
    - One ship superintendent.
    - One Quality Assurance (QA) person.
    - Eight enlisted journeymen.
  - TDY/per diem costs for one visit per availability of ten-days duration.
  - The costs of three rental cars for one ten-day visit.

5. Supervisor of Shipbuilding (SUPSHIP:)

- Seven persons consisting of:
  - One project manager.
  - One Administrative Contracting Officer (ACO)
  - One QA person.
  - Four ship surveyors.
- TDY/per diem costs for the entire period of availability.
- The cost of two rental cars for entire period of availability.

NOTE: The above constitutes eight full-length-of-the-availability Government employees and thirteen partial-length-of-the-availability Government employees.

E. Ship's Force Travel:

The TYCOM will provide to the contracting officer the dollar value of expenses for the following items.

1. Ship's force travel/per diem from the place of availability execution to the ship's homeport and return in order to monitor work being performed at the homeport intermediate maintenance activity (IMA). Costs must be provided for each potential place of performance outside of the ship's homeport.

- One person.
- TDY/per diem costs for one visit per week of two-days duration for the entire period of availability minus three weeks.
- One rental car.

2. Ship's force travel/per diem from the place of availability execution to the ship's homeport and return in order to attend schooling available in the homeport, but not at the availability execution site.

- 15 percent of the crew.
- TDY/per diem costs for one-week's school of five working-day duration. (Consider the availability of Government quarters and messing)
- Economical travel from the place of availability execution to the ship's homeport and return. (Consider using Government vehicles, renting vans or buses, or traveling by commercial means)
- No rental vehicles for local travel.

i.e.  $\{(15\% \times \text{crew size} \times \text{per diem} \times 5 \text{ days}) + \text{roundtrip travel costs}\} = \text{Ships Force Travel/Per Diem}$